

Fortunately, the United States and the rest of the world community recognize Pakistan as the aggressor. President Clinton prevailed on the civilian leadership of Pakistan, and I stress, civilian leadership of Pakistan at the time, because the civilian government was still in place, to withdraw its forces.

A few months later General Musharraf overthrew Pakistan's civilian government, and the government in Islamabad has been escalating the threatening rhetoric and destabilizing actions ever since.

Mr. Speaker, the U.S. has not done enough, in my opinion, to show its opposition to the military takeover in Pakistan. A House resolution that condemns the coup has come out of committee. The problem is that the military government has no legitimacy, and can only stay in power as long as it whips up hatred against India by citing Kashmir. That is why the generals started the Kargil war, and that is why they encouraged the hijacking of the India Airlines plane last December. That is why they continue the campaign against a multi-ethnic and religious state in Kashmir, and contribute to the murder of innocent Kashmiri Pandits. The end result of the generals' provocation would be another war with India over Kashmir. The problem is that the generals now control nuclear weapons they could unleash in such a war.

Mr. Speaker, the U.S. must send an unequivocal message that this continued provocation in Kashmir by the Pakistan military regime is unacceptable. At a minimum, the President should not visit Pakistan during his trip to South Asia in March. The State Department should declare Pakistan a terrorist state, and make it clear there will be no further contact with the Pakistani government until it stops its provocative actions in Kashmir and takes steps to restore democracy in Pakistan.

INTRODUCTION OF LEGISLATION TO IMPLEMENT THE EXECUTIVE ORDER ON FEDERAL WORKFORCE TRANSPORTATION IN THE NATIONAL CAPITAL REGION

The SPEAKER pro tempore. Under the Speaker's announced policy of January 19, 1999, the gentleman from Virginia (Mr. WOLF) is recognized during morning hour debates for 5 minutes.

Mr. WOLF. Mr. Speaker, today I am introducing, along with the gentlewoman from Maryland (Mrs. MORELLA) and the gentleman from Virginia (Mr. DAVIS), a bill which will require the President to issue the Executive Order on Federal Workforce Transportation in the National Capital Region.

No single action will do more to reduce traffic congestion and improve the quality of life of the people who

live in the Washington metropolitan area. This Federal order, which has been held at the White House for over 6 months, would help alleviate traffic congestion in Washington, D.C., Maryland, and Virginia for all people, those who work for the government and those who work in the private sector.

The order would reduce traffic by requiring all Federal agencies to provide a monthly transit benefit to their employees. Currently less than 20 percent of the Federal work force is eligible to receive transit benefits. This action would encourage Federal employees to use mass transit, and could take thousands of cars off the street every day. The order would expand the use of telecommuting and telework for Federal employees, which would also take cars off the road, give Federal employees the opportunity to telework, where they can have more choices and opportunities, and make it a better environment.

Lastly, the order would increase carpool benefits, shuttle service between mass transit points and agency work-sites, and allow for alternative work schedules.

Mr. Speaker, I think we all agree that the Federal government has a responsibility to help reduce air pollution, and that motor vehicle traffic is the major source of pollution in this region. This Executive Order would take cars off the road, help clean up the air, and yet the White House is sitting on it.

Let me read exactly what the Executive Order says about air pollution. It says, "In furtherance of the purposes of the Clean Air Act and the Federal Employees Clean Air Incentives Act, the Federal government, as the largest single employer in the Nation's Capital Region, has a responsibility to reduce the traffic congestion and motor vehicle-generated air pollution. . . ."

This Executive Order for the most part is an environmental document, and yet the Clinton-Gore White House is refusing to approve it.

Mr. Speaker, allow me to read from the implementation requirements, which state, "For several years, there have been increasingly dire warnings about the negative consequences of traffic congestion and air pollution in the Capital region. Studies show that adverse impacts on the economy, quality of life, energy resources, environment, and public health."

Why is the White House sitting on the Executive Order which they know will benefit the health of the people who live in the region, but also give Federal employees control over their own lives, and also take automobiles and cars off the streets of Maryland and Virginia and the District of Columbia so people can get back and forth to work and spend more time with their families?

It is a quality of life issue there. The simple fact that this order would re-

duce traffic congestion in our region is reason enough to sign it. Now we learn it will help with regard to the environment.

The document is important. The action is needed for now. Yet, this has been sitting on the President's desk for over 6 months. The bill will go in today. We will attempt to pass this bill. But I would hope and ask the White House to sign the Executive Order so we can give Federal employees this opportunity, give them opportunities to telework, but also take cars off the streets whereby we can have a better quality of life in this region for everyone who drives.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess until 2 p.m.

Accordingly (at 1 o'clock and 8 minutes p.m.), the House stood in recess until 2 p.m.

□ 1400

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BARRETT of Nebraska) at 2 p.m.

PRAYER

The Chaplain, the Reverend James David Ford, D.D., offered the following prayer:

O gracious God, we remember with compassion and empathy those members of our community who have suffered great loss and have walked through the valley of the shadow of death.

In our grief we look to Your spirit, O God, for healing and hope, for strength and meaning, for peace and assurance.

May the bounty of Your love and the majesty of your whole creation ever remind us of the wonderful gifts of faith and hope and love and may these gifts continue to live in our hearts and minds now and evermore. This is our earnest prayer. Amen.

THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

Mr. TRAFICANT. Mr. Speaker, pursuant to clause 1, rule I, I demand a vote on agreeing to the Speaker's approval of the Journal.

The SPEAKER pro tempore. The question is on the Chair's approval of the Journal.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.